THE PARTY WEIGHT OF THE THE THE PROPERTY OF THE STREET, MARKET T. 1887

THE PEACHES.

When Summer flowers begin to fade, And Summer leaves begin to fail One nere, one there; in juicy strength, The peaches redden on the wall.

And so, indeed, hot youth being past,
Our lives should show their fruit full fast.

The peaches redden on the wall, Hiding in hollow cells of green, Where plaited leaves hang thick about, And scarce permit them to be seen. And so, in truth, good deeds should be Concealed in sweet humility.

The peaches redden on the wall, Glose set upon low branching trees; And any hand may easy touch the gifts that the eye easy sees, And so with us, 'tis well for each To seep within the other's reach, The peaches redden on the wall; They take the kisses of the sun,

The joy-tears of the flying cloud.
The darkness when the day is done.
And thus, well used, the changing hour
Will help us to a larger power. The peaches redden on the wall, To drop when chilly winds shall blow; But careful hands are swift to stay Their tragrant lives from ending so. And surely thus a Hand will save The good from falling in the grave.

The peaches redden on the wall-But look up bigher overhead, Where all the vastness of the sky With faintest, calmost blue is spread, And what is that from where we stand But blue mist hiding Fatherland?

The peaches redden on the wall, Though night's dark curtain drips with dew The white stars show themselves, and shine Througa mounded clouds and hovering blue. And chi to feel "past truit and tree, The lights of nome shine forth for me!"

Actors' Salaries Fifty Years Ago. The difference between the amounts paid to ctors sail a century ago, and the sums now paid, is extraordinary. On reference to the salary list of old Drury Lane Theatre in 1804, we find some remarkable items. The name of Mr. kachard Brinsley Sheridan, the placeman, statesman, orator, manager, and author, is down for £31 10s. This, it is to be presumed, was his salary as manager, the sum he allowed himself on the books. Tom Sheridan follows for £15 lbs. Jack Bannister, Jr., had £9 as a stage manager, and £17 as an actor, a remark-able salary in those days, when such favorites as Pope, Wroughton, and even Jack Johnstone, the famous actor of Irish parts, received only 15. The celebrated Dowton and Dickey Suett, or facetious memory, got £12; and Henry John-stone—Rugantino Johnstone, as he was called was a ten-pounder, as was also the stately Barrymore, the original "Pizarro." Mr. Byrn, the celebrated ballet master, re-

ceived £18; and lower down the list there is an Item, Syin, Jr., £1; this is the present Mr. Oscar Byrn, who most bave been extremely juvenule in the year 1803. Palmer is marked at £9. Wewnizer at £7, and Holland at £6. Grimalda—the famous Joe—got £4. Hear this, ye clowns of '65, with your £25 a week, and your villas on the Thames, and throw your white skull-caps in the air in loy at the present derision of the past. Mr. DeCamp, Charles Kembic's brother-in-law, only drew a modest £4; and Barry, our late "Faistaff," £3; Bannister, Sr., stands on the list for £2; but this carries. tands on the list for £2; but this cannot have been a salary, but pension. The beautiful and accomplished Miss DeCamp, who afterwards became the wife of Charles Kemble, had £15. Mrs. Powell had £13; the celebrated Mrs. Mountain, twelve guineas; Mr. Bland, the great singer, the same sum; and Miss Pope, £11; Miss Mellon, afterwards Duchess of St. Albans, £5; Mrs. Torer, £5; and Mrs. Grimaldi, £1. Miss Jordan had fifteen guineas per night, and ten

guineas extra for every night she played more than three nights during the week.

In 1806 Braham received £48 per week; in 1814 Kean drew £20; Dowton, £20; Mundon, £20; Keeley (our own Keeley). £7; Wallack, the famous "Massaroni" and "Don Casar de Bazan," who recently died in America. who recently died in America, £5; and Mr. Rac-The "Romeo" of whom Hazlitt said that he ran back when "Juliet" recalled him, to give the notion of being borne on the wings of love, but that for him (Hazlitt) he neither saw his wings or his love-£17. There is no date to one important entry-Siddons and wife (should it not have been Mrs. Siddons and husband?), £16.

Popular Lies.

The following stories are constantly reported in the newspapers, and as often as once a year they find lodgment in one setting or another broughout the country. It is time they were

No. 1. That Charles Dickens is habitually in pecuniary difficulty; that he lives beyond his means, and is obliged to go into chancery once or twice a year. That he has made up with Mrs. Dickens, and they now live together again. Charles Dickens is not only in the yearly receipt of very large sums, both from his books and his readings, but he is one of the best business men in England, husbanding his means most judiciously, while his benevolence is nobly conspicuous. His wife has not come back to him, but still lives in her own establishment in Loudon, while his residence is at Rochester, thirty miles away from the city. No. 2. That one of Mr. Longfellow's daughters was born without arms; that she draws and

paints beautifully with her feet. This error arose from a photograph which, by a mistake in position, gave the impression of an armless child. No. 3. That Samuel Rogers, the English poet, kept a million pound note framed and hung

up in his library. This lie was started by an Englishman in

America, and was first printed in a foolish account of some London authors in a book called "Pen-and-Ink Sketches." The writer's name was John Rioss Dix, who hoaxed the public in various ways.

No. 4. That the lyrical poem beginning "I am old and blind" was written by John Milton. The piece was written by a lady of Philadel-

phis some years ago, who never pretended Milton had anything to do with it. No. 5. That Humboldt said of Bayard Tay-lor he had never met with a traveller who had gone over so much ground and seen so little. This malicious anecdote was invented by an envious lecturer in New York, who wished to write down Taylor and write up himselt. - Boston Transcript.

A Dearth of Singers.

One of the most famous musical markets in Europe is to be closed. So remarkable of late has been the want of interest in the Italian opera at St. Petersburg, the deficiency of novelty, and the absence of success, that the Emperor has wisely decided that no more representations shall be given. The same story is in circulation everywhere. At Milan, La Scala is shut, consequent on the entire failure of Don Sebastiano. At Naples, Signor Mercadant's La Vestale has made a fiasco. For Berlin, the managers have been driven to engage the prima donna Madame Frezzolini, a lady without a note of voice left. At the Pagliano Theatre, in Florence, the audience must needs content itself with Signora Vera Lorini. At the Apolla Theatre (Rome) the leading singers for the Carnival are the Sisters Marchislo. At the Fenice (Venice) Madame and Signor Ortolanii Tiberini. At the Teatro Regio, Turin, Madame Fricol and Signor Neri-Baraidi are to be the leading aggists. Fried and Signor Neri-Baraldi are to be the leading artists. At Genoa the prima douna announced is is Mad"lleVaneri. M. Merley to be the tenor. At Palermo, Signora Berini. These are the best known names which can be picked out in a page of the General dei Teatri. At Paris the Italian opera seems only kept open by the aid of Mad'lle Adolina Patti's success. Mr. Gye is said to have engaged M. Petit, a basso who saug for some time at the Theatre Lyrique.

A LORD OF THE SOIL.—The Duke of Rutland's estate extends to one-sixteenth of the whole county of Leicestershire, England.

FINANCIAL.

PENNSYLVANIA STATE LOAN.

PROPOSALS FOR A LOAN

\$23,000,000.

AN ACT TO CREATE A LOAN FOR THE REDEMPTION OF THE OVERDUE BONDS OF THE COMMONWEALTH.

Whereas, The bonds of the Commonwealth and certain certificates of indebtedness, amounting to TWENTY-THREE MILLIONS OF DOLLARS, have been overdue and unpaid for some time past;

And whereas, It is desirable that the same should be paid, and withdrawn from the market;

therefore,
Section 1. Be it enacted by the Senate and House
of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby
enacted by 'ie authority of the same, That the
Governor, Auditor-General, and State Treasurer be, and are hereby, authorized and em-powered to borrow, on the faith of the Com-monwealth, in such amounts and with such monwealth, in such amounts and with such notice (not less than forty days) as they may deem most expedient for the interest of the State, twenty-three millions of dollars, and issue certificates of loan or bonds of the Commonwealth for the same, bearing interest at a rate not exceeding six per centum per annum, payable semi-annually, on the 1st of February and 1st of August, in the city of Philadelphia, which certificates of loan or bonds shall not be subject to any taxation whatever, for State. which certificates of loan or bonds shall not be subject to any taxation whatever, for State, municipal, or local purposes, and shall be payable as follows, namely:—Five millions of dollars payable at any time after five years, and within ten years; eight millions of dollars payable at any time after ten years, and within fifteen years; and ten millions of dollars at any time after fifteen years, and within twenty-five years; and shall be signed by the Governor and State Treasurer, and countersigned by the Auditor-General, and registered in the books of the Auditor-General, and to be transferable on the books of the Commonwealth, at the Farmers' and Mechanics' National Bank of Philadelphia; the proceeds of the whole of

Farmers' and Mechanics' National Bank of Philadelphia; the proceeds of the whole of which, loan, including premiums, etcetera, received on the same, shall be applied to the payment of the bonds and certificates of indebtedness of the Commonwealth.

Section 2. The bids for the said loan shall be opened in the presence of the Governor, Auditor-General, and State Treasurer, and awarded to the highest bidder: Provided, That no certificate hereby authorized to be issued shall be negotiated for less than its par value. negotiated for less than its par value.

Section 3. The bonds of the State and certificates of indebtedness, now overdue, shall be cates of indebtedness, now overdue, shall be receivable in payment of the said loan, under such regulations as the Governor, Auditor-General, and State Treasurer may prescribe; and every bidder for the loan now authorized to be issued, shall state in his bid whether the same is payable in cash or in the bonds, or certificates of indebtedness of the Commonwealth.

wealth, Section 4. That all trustees, executors, administrators, guardians, agents, treasurers, com-mittees, or other persons, holding, in a fidu-clary capacity, bonds or certificates of indebt-edness of the State or moneys, are hereby authorized to bid for the loan hereby authorized authorized to bid for the loan hereby authorized to be issued, and to surrender the bonds or certificates of loan held by them at the time of making such bid, and to receive the bonds authorized to be issued by this act.

Section 5. Any person or persons standing in the fiduciary capacity stated in the fourth section of this act, who may desire to invest money in their hands for the benefit of the trust, may, without any order of court, invest the same in the bonds authorized to be issued by this act, at a rate of premium not exceeding twenty per centum.

by this act, at a rate of premium not exceeding twenty per centum.

Section 5. That from and after the passage of this act, all the bonds of this Commonwealth shall be paid off in the order of their maturity. Section 7. That all loans of this Commonwealth, not yet due, shall be exempt from State, municipal, or local taxation, after the interest due February 1st, one thousand eight hundred and sixty-seven, shall have been poold.

paid. Section 8. That all existing laws, or portions thereof, inconsistent herewith, are hereby re-JOHN P. GLASS,

JOHN P. GLASS,
Speaker of the House of Representatives.
L. W. HALL,
Speaker of the Senate,
Approved the second day of February, one
thousand eight hundred and sixty-seven.
JOHN W. GEARY.
In accordance with the provisions of the

above act of Assembly, sealed proposals will be received at the Office of the State Treasurer in the city of Harrisburg, Pennsylvania, until 12 o'clock M., of the 1st day of April, A. D. 1867, to be endorsed as follows:—"Proposals for Penn-sylvania State Loan," Treasury Department, Harrisburg, Pennsylvania, United States of Apperium.

America.

Bids will be received for \$5,000,000, reimbursable in five years and payable in ten years; \$8,000,000, reimbursable in ten years, and payable in fifteen years; and \$10,000,000, reimbursable in fifteen years and payable in twenty-five years. The rate of interest to be either five or six per cent, per annum, which must be explicitly stated in the bid, and the bids most advantageous to the State will be accepted. No bid for less than par will be considered. The bonds will be issued in sums of \$50, and such higher sums as desired by the loaners, to be free from State, local, and municipal taxes. The overdue bonds of the Commonwealth of

Pennsylvania will be received at par in payment of this loan, but bidders must state whether they intend to pay in cash or in the everdue loans aforesaid. No distinction will be made between bidders paying in cash or overque loans.

JOHN W. GEARY, Governor of Pennsylvania. JOHN F. HARTRANFT, Auditor-General W. H. KEMBLE, State Treasurer, N. B.—No newspaper publishing the above, unless authorized, will receive pay. 27

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Leaving the Company's depot at Thirteenth and Caliowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7:80 A. M. for Reading and all intermediate Stations.

At 730 A. M. for Reading and all Internations.

Returning, leaves Reading at 620 P M. Arrivesia
Philadelphia at 926 P. M. MORNING EXPRESS.

At 825 A. M. for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentowa, Wilkesburre, Pittston, York, Carlisle Chambersburg, Hagerstown, &C. Wilkesbarre, Pittaton, York, Carlisle Chambersburg, Hagerstown, &c.
Thistrain connects at READING with East Pannsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with the Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Combersand Valley, and Schuylkill and Susquehanna trains for Northumberiand, Williamsport York, Chambersburg, Pinegrove, &c.

Valley, and Schuyikili and Susquehanna trains for Northsmberiand, Williamsport York, Chambersburg. Pinegrove, &C. AFTERNOON EXPRESS

Leaves Philadelphia at 3:29 P. M. for Reading, Pottaville, Harrisburg, &C., connecting with Reading and Columbia Railroad trains for Columbia, &C.

READING ACCOMMODATION

Leaves Reading at 6:30 A. M., stopping at all way stations; arrives in Philadelphia at 9:30 A. M.

Resuming, leaves Philadelphia at 9:30 A. M.

Trains for Philadelphia leaves Harrisburg at 8:10 A.

M., and Pottaville at 8:45 A. M., arriving in Philadelphia at 1: P. M. Alternoon trains leave Harrisburg at 2:10 P. M., and Pottaville at 2:45 P. M. arriving in Philadelphia at 6:35 P. M.

Harrisburg Accommodation leaves Reading at \$7:30 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 1:245 noon, for Reading and all way stations, leaves Reading at 11:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations, leaves Reading at 11:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations, leaves Reading at 11:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations.

Philadelphia at 12.45 noon, for Reading and all way stations, leaves Reading at 11.30, and Downingtown at 12.30 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3.15 P. M., Leaves Philadelphia for Reading at 4.25 P. M.

CHESTER VALLEY RAILROAD

Passengers for Downingtown and intermediate points take the 7.30 and 8.15 A. M. and 4.30 P. M. traina from Philadelphia, returning from Downingtown at 7 A. M., and 1.30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M. and 8 P. M., passing Reading at 1.55 and 11.35 A. M., and 1.48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmitz, Baltimore, &c.

Returning, Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 9.06 A. M., and 2.15 P. M., passing Reading at 4.49 and 10.51 A. M. and 1.25 P. M., Sleeping cars accompany these trains through between Jersey City and Pittsburg without Change.

A Mall train for New York leaves Harrisburg at 2.10 P. M. Mail train for Harrisburg leaves New York at 12 a.00.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottaville at 7 and 11.30 A. M., and 7.11 P. M., returning from Tamaqua at 7.36 A. M. and 1.40 and 4.45 P. M.

SCHUYLKILL ANDSUSQUEHANNA RAILROAD

and 4 15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD SCHUYLKILL AND SOS COLOR NA RATHROAD
Trains leave Auburn at 7:50 A. M., for Pinegrove and
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WINTER ARRANGEMENT.

On and siter TUESDAY, January I. 1867, Passenge trains seave the New Depot. corner Berks and American site is, daily (Sunda) a excepted, as follows:—
At7 45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lehigh Talley Kainroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesvile, Hazleton, Wilkesbarre, Kingston, Ptiston and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Bailroad for Sahanoy City and with Catawissa kairroad, for aupert, Danville, Milton, and Williamsoort. Arrive at Mauch Chunk at 12 05 x. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. is assengers by this train can take the Lehigh Valley train, passing dethlehem at 12 55 P. M., for k aston and points on New Jersey Central Railroad to New York.

At a A. M.—Accommodation for Doylestown, stopping

M. 1 as-engers by this train can take the Lehigh Valley train cassing flethlehem at 12 55 P. M., for k aston and points on New Jersey Central Railroad to New York.

At 9 A. M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Inatboro', and that wille, by this train, take the Stage at Old York road.

At 10 10 A. S.— Accommodation for Fort Washington, stopping at intermediate stations.

At 2 50 f M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at Doylestown for New 100e.

At 34 D f M.— Evening r xpress for Bethlehem and principal stations on the North 1 emissivania Railroad making close connection at Bethlehem with Lehigh Valley train for Ea ton, reaching there at 8:45 P. M.—Passengers for Plainfield, Somerville, and other points on New Jersey Central Railroad, take New Jersey Central train at Easton, which arrives in New York at 10 45 P. M.—Passengers for Plainfield, Somerville, and other points on New Jersey Central Railroad, take New Jersey Central train at Easton, which arrives in New York at 10 45 P. M.—Passengers for Sumble Vown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.

At 20 P. M.—Accommodation, for Doylestown, Stopping at all intermediate stations. Passengers for Willow Grove, thathoro', and Harusville take stage at Abington for Lumberville at Hoylestown.

At 20 P. M.—Accommodation, for Bethlehem and all stations on main line of North Fennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Allentown, Manch Chunk, etc.

At 6 20 P. M.—Accommodation, for Fort Washington.

Thalbs Armive In Philadelphia, or Landaue stopping tall intermediatewations.

At 11 36 P. M.—Accommodation, for Fort Washington.

Thalbs Armive In Philadelphia at 7.00 P. M.

From Bethlehem at 8 15 A. M., 2.36 and 8 46 P. M.

Philadelphia for Bethlehem at 9.30 A. M.

From Landale at 30 A. M.

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PHILADELPHIA, WILMINGTON AND BALTI more Railroad.

TIME TABLE.

Commencing Monday, becomber 24, 1984.

Trains will leave Depot, corner Broad street and Washington avenue, as follows:

Express Train at 4 15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkon, Northeast, Perryvilla, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chases and Stommer's Run.

Way-Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Crisfield and intermediate stationa.

Express Train at 11:55 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, I inwood, Claymont, Wilmington, Newark, Elkon, Northeast, Perrywile, Havre-de-Grade, Aberdeen, Perryman's, Edgewood, Magnolia Chase's and Steinmer's Run.

Night Express at 11 (daily) P. M. for Baltimore and Washington, Connects at Wilmington, Will Delaware R. R. Line (Saturdays excepted,) stopping at Middletown, Smyths, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with boat for Nortolk, Portsmouth and the South, Passengers by boat from Baltimore for Fortree Modres, and Stepping at all stations between Philadelphia and Wilmington,

Leave Philadelphia at 12:20, 4, 6 and 11:20 (daily)

Wilmington.
Leave Philadelphia at 12'20, 4, 6 and 11'30 (daily)
P. M. The 4 P. M. train connects with the Delawars
Railroad for Milford and Intermediate stations. The
6 P. M. Train runs to New Castle.
Leave Wilmington 7'15 and 5'30 A. M., 3 and 6'50 6 P. M. Train tuns to New Castle.

Leave Wilmington 715 and 530 A. M., 3 and 830 (dalivi P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Bastimore at 7.25 A. M. Way Mail: 935 A. M.,

Express: 116 P. M., Express: 635 P. M., Express: 628 P. M., and 838 P. M.

Trains for Baltimore leave Chester at 449 and 912 A. M., and 338 P. M.

Trains for Baltimore leave Wilmington at 523 and 16 A. M., and 418 P. M.

SUNDAY TRAINS FROM BALTIMORE.

Leave Baltimore at 825 P. M., stopping at Have-de-Grace, Perryville and Wilmington. Also, stops at Elkton and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Baltimore of Washington.

Through Tickets to all points West. South and Southwest, may be procured at the Ticket Office, No. 228 CHESNUT Street, under the Continental Hotel, Persons purchasing tickets at this Office can have the'r baggage express.

H. F. KENNEY, Sup't.

PENNSYLVANIA CENTRAL BAILROAD,-

WINTER ARRANGEMENT. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Passenger Railway. Those of the Chee nut and Walnut Street Railway run within one square of it.
On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of Mann's Baggage Express will call for and deliver baggage at the depot. Orders left at the Office, No. 62 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

day, Philadelphia Express leaves dally. All other trains daily, except Sunday.

Passengers by Mail Trian go to Williamsport without change of cars, and arrive at Lock Haven at \$10

value will be at the risk of the owner, unless taken by special contract.

For further information, apply to

JOHN C. ALLEN, Ticket Agent,
No. 63 CHESNUT Street.

SAMUEL H. WALLACE,
Ticket Agent, at the Depot.

An Emigrant Train runs daily, except Sunday. For tull particulars as to fare and accommodations, apply to

FRANCIS FUNK, No. 187 DOCK Street. FOR NEW YORK. CAMDEN AND AMBOY AND I Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows viz:—

1 P. M. Market line will leave from foot of Mareet, upperferry. LINES FROM KENSINGTON DEPOT

Will leave as follows:—
At 11 A, M., 420 645 PM. and 12 P. M. (Night) via
Kensington and Jersey City Express Lines, Fare \$300.
The 645 P. M. line will run daily. All others Sundays excepted. At7-30 and 11 A. M., S. 3'30, 4'30, 5, 6'45 P. M., and 12 Midnight, for Bristol, Trenton, &c., and at 10'15 A. M. At 730 and 1015 A. M., 8, 430, 5 and 12 P. M. for Schlencks.
At 1015 A. M., 3, 5 and 12 P. M. for Eddington.
At 7:30 and 10:15 A. M., 3, 4, 5, 6 and 12 P. M., for
Conwells, Torrisdale, Holmesburg, Tacony, Bridesburg and Frankford, and at 8 P. M. for Holmesburg ad intermediate stations. At 10 to A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissing ming. BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes, daily, Sundays excepted, from Kensington Depot as

follows:— At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Canabdalgua, Elmira, Itbaca, Owego, Rochester Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap. At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton. Lambertville, Flemmaton, &c.
The 5:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allestown, Bethle-hem, &c. hem, dc. At 5 P, M. for Lambertville and intermediate Sta. WM. H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN AND NOR-ristown Railroad.
TIME TABLE.
On and after Thursday, November 1, 1866, until fur-

TIME TABLE.

On and after Thursday, November 1, 1866, until further zotice,

FOR GERMANTOWN,
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3'15, 5'45, 4, 5, 5'45, 6'10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown, 6, 7, 7'34, 8, 8'20, 9, 10, 11, 12 A. M., 1, 2, 3'45, 6, 6'30, 7, 8, 9, 10, 11 P. M.
The 8'20 down train and 3'45 and 5'45 up trains will not stop on the Germantown branch.

ON SUNDAYS.
Leave Philadelphia at 9'15 A. M., 2, 7, 10'45 P. M.,
Leave Germantown at 8'15 A. M., 2, 7, 10'45 P. M.,
Leave Germantown at 8'15 A. M., 2, 7, 10'45 P. M.,
Leave Germantown at 8'15 A. M., 2, 7, 10'45 P. M.,
Leave Cheanat Hill at 7'10, 8, 9'40, 1'40 A. M., 1'40,
3'40, 5'40, 6'40, 8'40 and 10'40 P. M.,
Leave Cheanat Hill at 7'10, 8, 9'40, 1'40 A. M., 1'40,
3'40, 5'40, 6'40, 8'40 and 10'40 P. M.,
Leave Cheanat Hill at 7'10, A. M., 12'40, 5'40 and 9'20,
P. M.
FOR CONSHOHOUSEEN AND NORRISTOWN,
Leave Philadelphia at 6, 5'25, 11'05 A. M., 1'30, 8, 4'30,
B'20, 6'15, 8'05 and 11'20 P. M.,
Leave Norristown at 5'40, 7, 7'80, 9', H A; M., 1'30, 4'30,
6'15 and 8 P. M., train will stop at School Lene, Wissanleyn, Manayunk, Spring Mills and Concholockess
only.

ON SUNDAYS.

hicken, Manayunk, Spring Mills and Constitutions,
only.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 236 and 645 P. M.
Leave Philadelphia at 5, 735, 1105 A. M., 130, 3, 436,
530, 645, 845 and 1130 P. M.
Leave Manayunk at 616, 730, 820, 930, 1130 A. M., 2,
645 and 830 P. M.
ON SUNDAYS.
Leave Manayunk at 9 A. M., 230 and 645 P. M.
Leave Philadelphia at 9 A. M., 230 and 645 P. M.
Leave Manayunk at 730 A. M., 530 and 8 P. M.
W. S. WILSON, General Superintendent,
Depot. NINTH and GREEN Streets.

W EST JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Perry).

LEAVE PHILADELIPHIA AS FOLLOWS:—

ET Bridgeton, Balem, Millytile, and all intermediate stations, at 8 A. M. Mail., 9:30 P. M., Passenger.

For Woodbury, 8 A. M., 8:30 and 6 P. M.

For Cape May, at 8:30 P. M.

ETTERNING THAINS LEAVE

Woodbury at 7:15 and 8:40 A. M., and 4:54 P. M.

Bridgeton at 7:55 A. M. and 8:30 P. M. Freight, 6:30 P. M.

Balem at 6:50 A. M. and 3:05 P. M. Freight, 6:10 P. M.

Clupe May at 11:45 A. M., Passenger and Freight.

Freight will be received at First Covered Wharl above Walnut street, from 9:00 A. M. until 5:00 P. M.

That received before? 7:00 A. M. will go through the same day Freight Delivery, No. 236 S. DELAWARE Avanue.

115

BAILROAD LINES.

IMPORTANT TO SHIPPERS.

Only All-Rail Route to the South and Southwest.

VIA CRANGE AND ALEXANDRIA RAILROAD.

In connection with the

P., W., & B.; Va. & Tenn., and E. Tenn. & Va. RR.

The bridge at Washington having been rebuilt, came WIII run through from PHILADELPHIA to LYNON-BURG WITHOUT CHANGE. NO WATER TRANSPORTATION, AND LESS HANDLING by this route than any other. Through Bills of Lading given to prominent Southern points.

To avoid frequent changes, shippers will please mark goods via 0. and A. RR.,

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JAMES C. WILSON, Agent,

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ANNAMESSIC ROUTE CARRYING THE UNITED STATES MAIL THE SHORTEST LINE TO ALL POINTS SOUTH AND SOUTHWEST.

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Augusta,
Atlanta,
Macon,
West Point,
Montgomery,
Mobile, and Raleigh

NEW OBLEANS. TO AVOID DELAY ASK FOR TICKETS

NEW AND SHORT ANNAMESSIC BOUTS. Trains leave Depot of
PHILADELPHIA, WILMINGTON, AND BALTY
MORE RAILROAD,
BROAD Street and WASHINGTON Avenue,
DAILY (Saturday excepted) at 11 P. M.,
Arriving in Norfolk at 1 P. M. the tollowing day,
FIVE HOURS SOUNER THAN BY ANY OTHER
LINE, and making close connections for all points

SOUTH AND SOUTHWEST! For Tickets and all other information, apply at the Office of the Company, No. 629 CHESNUT Street, or at the Ticket Office of the Philadelphia, Wilmington, and Baltimore Railroad, No. 828 CHESNUT Street. S. P. WILTBANE.

GENERAL AGENT.

TREIGHT LINES FOR NEW YORK AND connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY PREIGHT LINES for New York will leave Walnut Street Wharf at colock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to befor. warded the same day.

Returning, the above lines will leave New York at a noon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Branswick, and all points on the Camden and Amboy Ballroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Ballroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad, onnects at Phillipsburg with the Lehigh Valley Railroad, and at Manuskachunk with all points on the Delaware, Lackawanns, and Western Railroad, forwarding to Syracuse, Buffale and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the Morris and Essex Hailroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of twe carloads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTER FREEMAN, Freight Agent,

SHIPPING.

Steerage pussage from Liverpool or Queenstown, \$37 currency. Tickets can be bought here by persons send-

ag for their irlends.
For turther information apply at the Company's flices.
JOHN G. DALE, Agent,
No. 15 BROADWAY, N. Y.

Or, No. 111 WALNUT Street, Philadelphia. FOR NEW YORK.—PHILAdelphia Steam Propeller Company
1-espatch Swittsure Lines, via Deraware and Ristiaan
Canal, leaving daily at 12 M. and 5 P. M., connecting
with all Northern and Eastern lines.
For freight, which will be taken upon accommodating terms, apply to
WILLIAM M. BAIRD & CO.,
No. 132 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS TO SHIP CAPTAINS AND OWNERS—
The undersigned having leased the KENSINGTON SCREW DOLK, begs to inform his friends
and the patrons of the Dock that the is propared with
increased inclinites to accommodate those having vessels
to be laked or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the
vessels entrusted to him for repaire.

Captains or Agents, Ship-Carpenters, and Machiniaes
taving vessels to repair, are solicited to call.

Having the agency for the sale of "Westarstedt a
Patent Metalic Composition" for Copper paint; for the
preservation of vessels' bottoms, for this cl.y, I am prepared to furnish the same on favorable terms.

JOHN H. HAMMITT,

Kensington Screw Dock,

115 DELAWARE Avenue above Laurel street.

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DEEP SAND-JOINT HOT-AIR FURNACE.

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Apparatus. For sale by CHARLES WILLIAMS. No. 1182 MARKET Street.

THOMPSON'S LONDON KITCHENER, OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIPFERENT SIZES, Also, Philadelphia Ranges, Hotels Forences, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Bollers, Stewhole Plates, Bollers, Cooking Stoves, etc., wholesale and retail, by the manufacturers. SHARPE & THOMSON.

11 17 stuthem No. 229 N. SECOND Street.

LORI

AND Preserver of Natural Flowers, A. H. POWELL,

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Bouquets, Wreatha Basketa, Pyramids of Cut Flowe furnished to order at all seasons. 123 trp CEORGE PLOWMAN,

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